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UDOT INITIATES MANAGED LANES STUDY

The Utah Department of Transportation (UDOT) is exploring the potential of Managed Lanes as another tool to address Utah's current and future traffic demand.

Utah faces the complex issue of maintaining the capacity and the condition of its transportation infrastructure with limited funding, while demand continues to increase.

One tool many states are using or considering is the concept of "Managed Lanes." Managed Lanes is a broad term applying to techniques that get more use out of the existing transportation system.

UDOT is undertaking an extensive statewide study of Managed Lanes, focusing on how to cost effectively maximize the capacity of the transportation system.

Managed Lanes include:

- Reversible lanes
- High-Occupancy Vehicle (HOV) lanes currently in use on I-15 in Salt Lake County
- High-Occupancy Toll (HOT) lanes
- Toll roads
- Cordon pricing

These concepts are discussed in detail on the next few pages.

This study will attempt to address the many issues associated with these concepts, both technically and from an institutional perspective as they relate to Utah.

For example:

- If a highway is tolled, is the public ready to pay for trips when they've never had to pay in the past? Why should one group of users pay and not another?
- What are the benefits and costs?

- How much congestion will be reduced, if any?
- Will a project cost more or less with Managed Lanes strategies?
- Can Managed Lanes be part of the funding solution?

This study supports UDOT's four strategic goals:

- Take care of what we have
- Make it work better
- Improve safety
- Increase capacity

Expected to take approximately one year to complete, this study will explore Managed Lanes options used in the United States and around the world and will document what works well and under what conditions. Finally, it will identify potential corridors where Managed Lanes (one or more strategies) could be feasible.



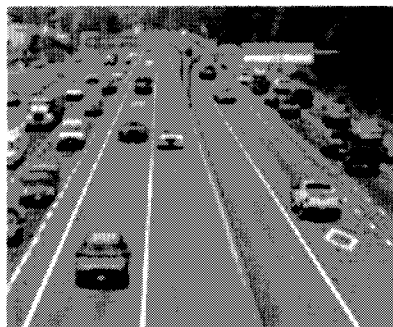
Reversible Lanes



High-Occupancy Vehicle (HOV) Lanes



High-Occupancy Toll (HOT) Lanes



Toll Roads

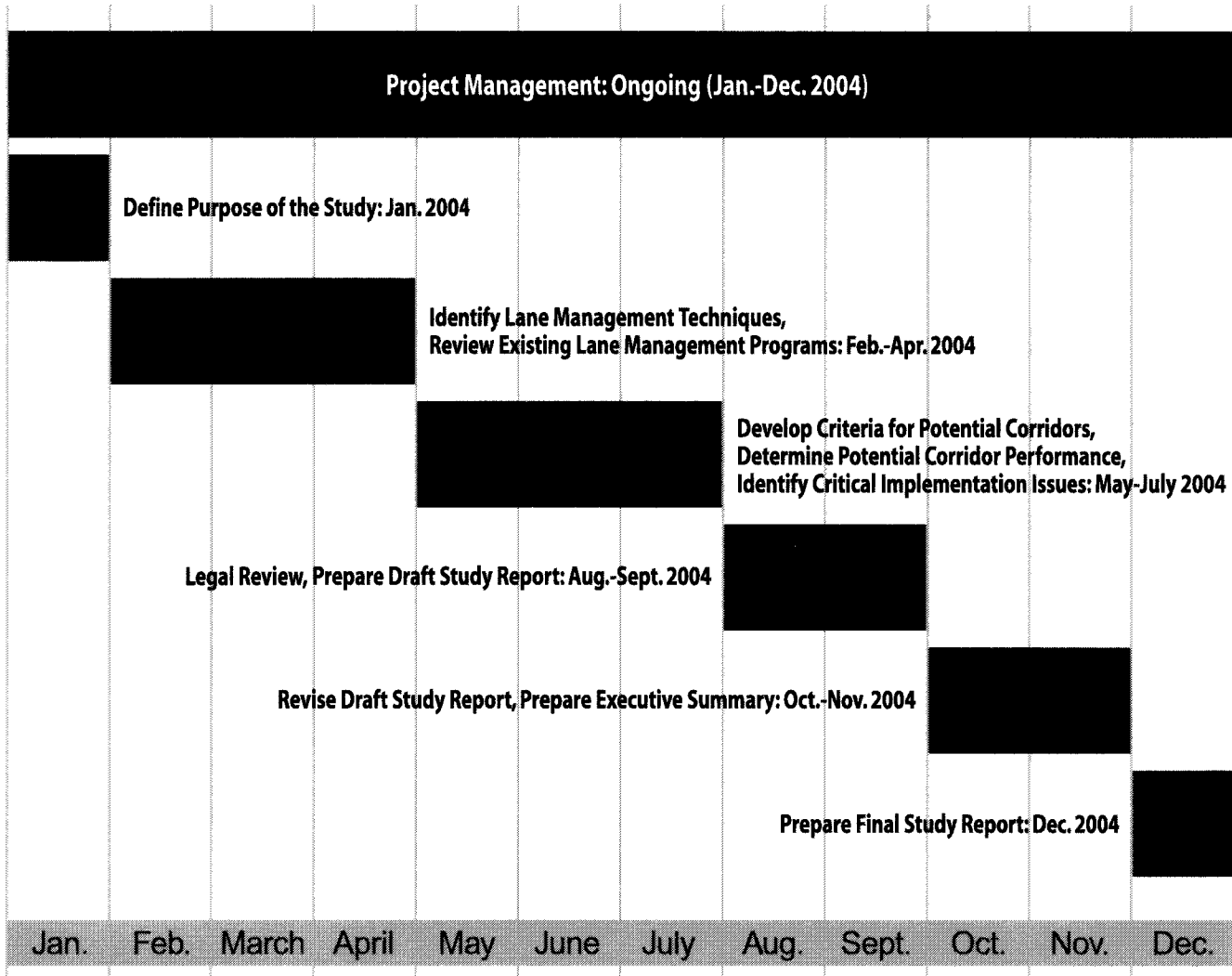


Cordon Pricing



<p>Description: One (or more) lanes where the direction of travel is reversed to provide more capacity during peak periods.</p> <p>Advantages:</p> <ul style="list-style-type: none"> • Maximizes roadway capacity • Requires little change to traveler behavior • Provides travel time savings and more reliable travel time <p>Disadvantages:</p> <ul style="list-style-type: none"> • Candidate corridors need a higher percentage of traffic in one direction than the other during certain times of the day • High operating and maintenance costs 	<p>Currently used in:</p> <ul style="list-style-type: none"> • Tucson • New York • Seattle • Philadelphia • Atlanta
<p>Description: A lane reserved for the use of vehicles with a minimum of two people.</p> <p>Advantages:</p> <ul style="list-style-type: none"> • Promotes carpooling • Increases roadway capacity by moving as many or more people in fewer vehicles • Provides travel time savings and more reliable travel time <p>Disadvantages:</p> <ul style="list-style-type: none"> • Requires enforcement • Significant congestion must exist to provide an incentive to change travel behavior • May face strong opposition if implemented by conversion of an existing lane (take-a-lane) rather than through provision of a new lane (add-a-lane) 	<p>Currently used in:</p> <ul style="list-style-type: none"> • Salt Lake County • In use in 22 large metropolitan areas across the country
<p>Description: Combination of HOV and toll lanes. HOT lanes can be used by HOVs for free, but vehicles with only one person can pay a toll to use the lane.</p> <p>Advantages:</p> <ul style="list-style-type: none"> • Promotes full use of the HOV lanes • Produces revenue • Promotes carpooling • Flexible; tolls can vary by time, congestion level and vehicle type • Provides travel time savings and more reliable travel time <p>Disadvantages:</p> <ul style="list-style-type: none"> • Perceived as inaccessible to those who cannot afford them • Requires enforcement • Revenues may be insufficient to pay for costs 	<p>Currently used in:</p> <ul style="list-style-type: none"> • San Diego • Orange County • Houston
<p>Description: Users pay a toll to enter a limited-access facility, usually a freeway or bridge. Many variations of pricing and collection strategies exist.</p> <p>Advantages:</p> <ul style="list-style-type: none"> • Flexible; tolls can vary by time and vehicle type • Discourages unnecessary trips, in the same way that utility charges minimize unnecessary use of water and electricity • Provides travel time savings and more reliable travel time • Produces revenue • Promotes carpooling <p>Disadvantages:</p> <ul style="list-style-type: none"> • Public acceptance is often a problem • Works best with regular users (so that efficient toll collection methods can be used) 	<p>Currently used in:</p> <ul style="list-style-type: none"> • Weber County (private road, Adams Ave.) • Denver • Topeka • California • Very common throughout Europe, Asia and the eastern United States
<p>Description: A tolling system in which vehicles are charged a fee to enter a geographic area rather than to enter a specific road. Checkpoints are arranged at every point of entry into the tolled area and tolls are assessed either electronically or at toll booths.</p> <p>Advantages:</p> <ul style="list-style-type: none"> • Encourages travelers to use other modes and discourages unnecessary trips • Provides travel time savings and more reliable travel time <p>Disadvantages:</p> <ul style="list-style-type: none"> • Works best in places with few access points • Other modes, (i.e., rapid transit) must exist for people to transfer to • May conflict with other goals, such as attracting businesses to downtown 	<p>Currently used in:</p> <ul style="list-style-type: none"> • London, Singapore, several medium-sized Scandinavian cities

STUDY SCHEDULE



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